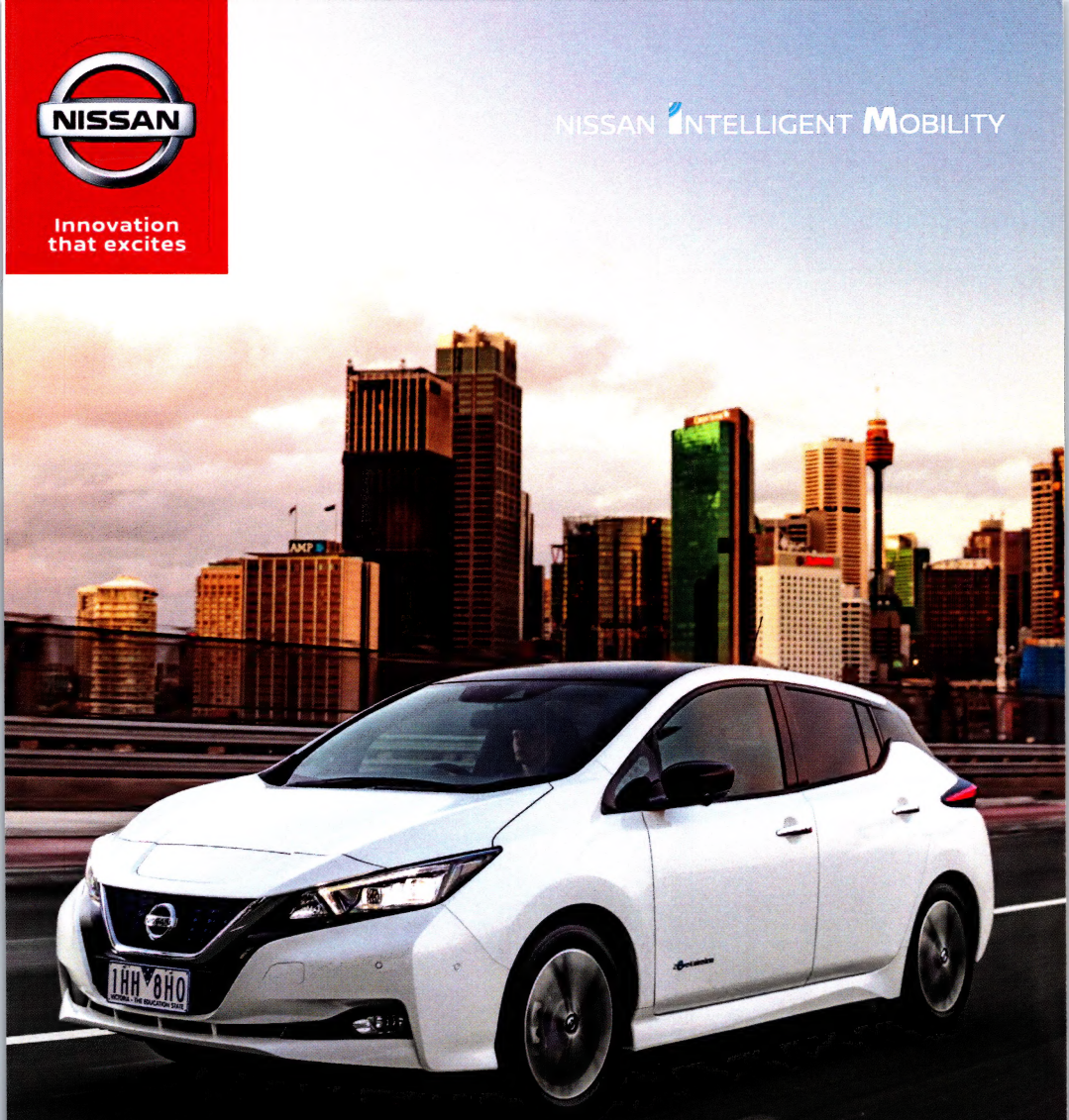
NISSAN

Innovation that excites

NISSAN INTELLIGENT MOBILITY



NISSAN LEAF

MEDIA INFORMATION

JULY 2019 | AUSTRALIA

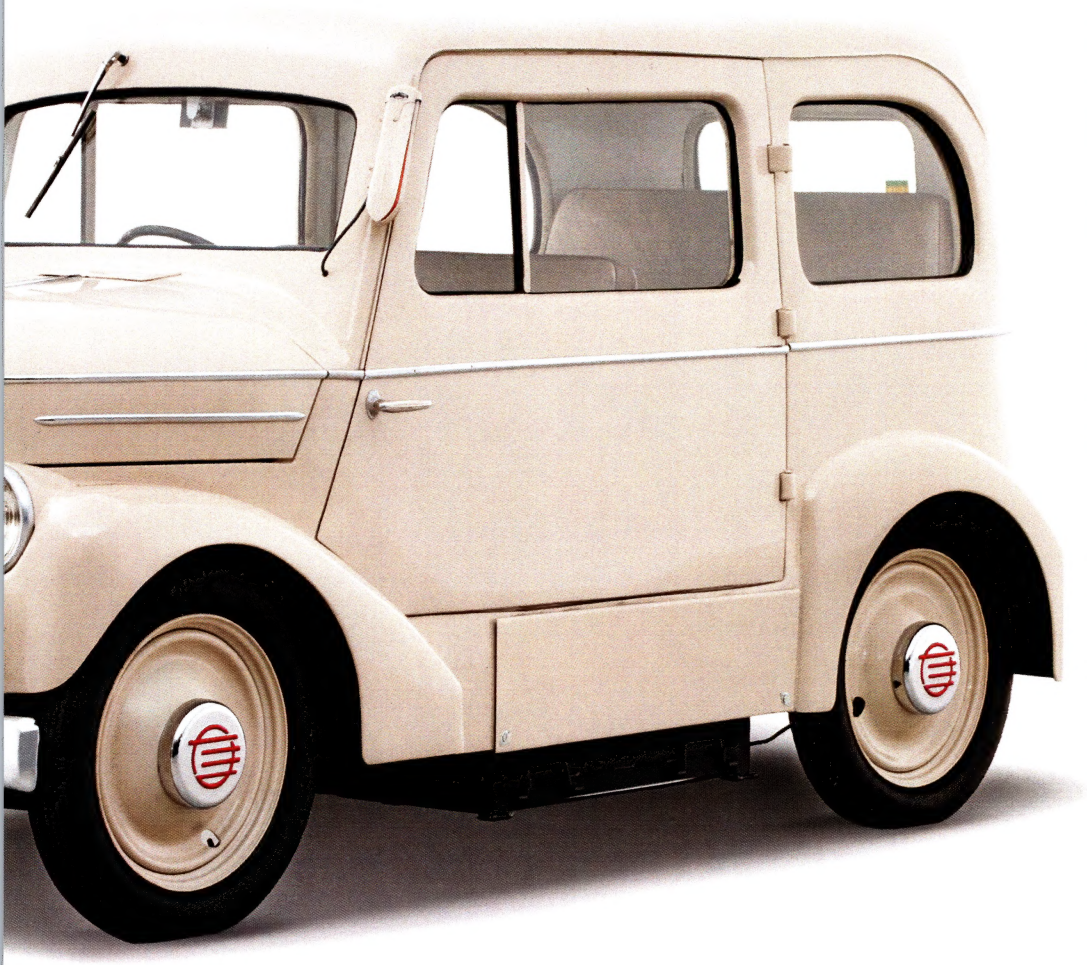

Zero Emission
1HH 8HO
VICTORIA - THE EDUCATION STATE

CONTENTS

Please note that local and overseas imagery has been used throughout this document.

LEAF

HISTORY OF NISSAN ELECTRIFICATION



Today Nissan is one of the world's most successful electric vehicle manufacturers, but its electric history goes back well before the introduction of the Nissan LEAF in 2010, in-fact Nissan has been an electric vehicle (EV) pioneer for over 70 years.

While we have seen a surge in electric vehicles in the last decade, Nissan's first EV rolled off the production line in 1947.

After the Second World War, oil was scarce in Japan, but electricity was plentiful, so the Japanese government promoted EV manufacturing.

Encouraged by this, Nissan's first foray into EVs was with the Tama, an electric car that serviced Japan through to 1950.

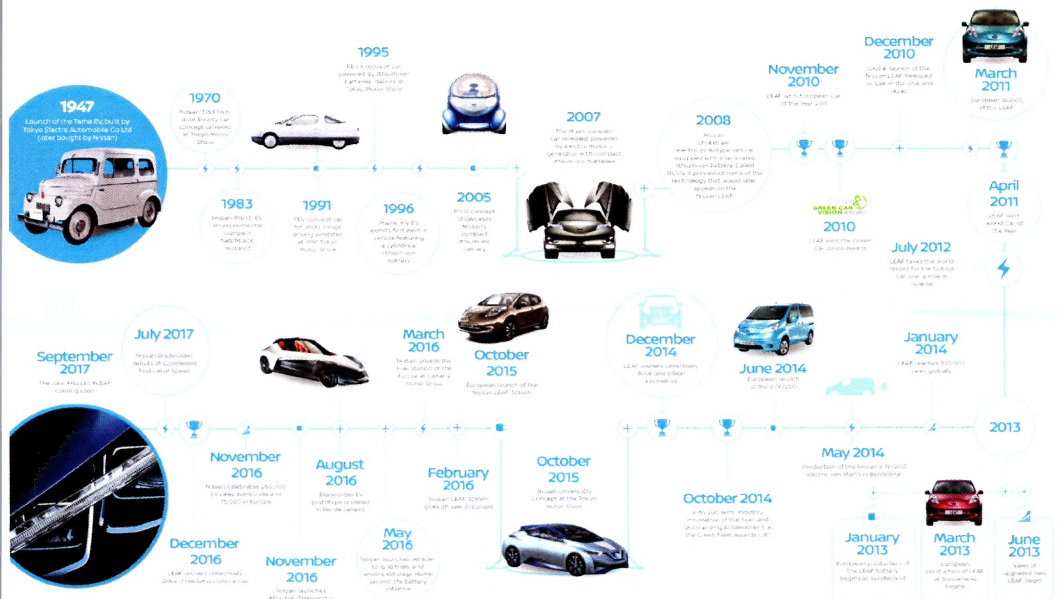
It was 3,035mm long, 1,230mm wide and 1,618mm high, with a wheelbase of 2,000mm. It included a 40v battery with 3.3kW of power that maintained charge for 65km, and had a top speed of 35km/h.

While the development of the internal combustion engine (ICE) took precedence, Nissan never took its focus off EVs, with a number of concept cars unveiled over the years.

In 1970, Nissan revealed the Nissan 315X two-door EV city car at the Tokyo Motor Show, followed by the Nissan March EV - an experimental compact hatchback - in 1983. Following this was the FEV concept - which concentrated on short range driving - at the 1991 Tokyo Motor Show, and then the second generation FEV was powered by a lithium-ion battery

All of these ideas and developments led to the Prairie Joy EV, the world's first EV featuring a cylindrical lithium-ion battery. In market from 1996, this was so reliable that it worked for Japan's Arctic Environmental Research Centre in the North Pole for over six years with no mechanical issues.

Over the next ten years, Nissan developed several concepts including the two-seat compact lithium-ion PIVO in 2005, the Maxim, which was powered by an electric motor/generator, in 2007, and the laminated lithium-ion battery NUVU, a year later, that all helped contribute technologies that would feature in the Nissan LEAF


1947
Launch of the Tama EV, built by Tokyo Electric Automobile Co Ltd (later bought by Nissan)
1970
1983
1991
1995
1996
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2007
2008
November 2010
December 2010
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April 2011
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July 2012
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LEAF
HISTORY
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The first-generation Nissan was launched to the world in December 2010, with sales starting in the USA and Japan, followed by Europe soon after.

It was immediately praised, winning the 2010 Green Car Vision award, the 2011 European Car of the Year, and then the biggest prize in the automotive industry, the 2011 World Car of the Year.

Arriving in Australia in June 2012, by mid-2013 the popular EV and the LEAF battery were now manufactured in Europe - at the Sunderland manufacturing plant in England.

At the start of 2014 global LEAF sales reached 100,000, with Nissan's second electric vehicle offering, the e-NV200, launching in Europe in June that same year. In-fact, by October, the e-NV200 won the 'Industry Innovation of the Year' award, and 'Outstanding Achievement' at the British Green Fleet Awards.

The development and innovation of the LEAF has continued in earnest this decade, with the European launch of the Nissan LEAF 30kW in October 2015, followed by its start of sales in February 2016.

Also focusing on infrastructure, Nissan's 'Fuel station of the future' was unveiled at the 2016 Geneva Motor Show, while vehicle-to-grid trials, and the introduction of the xStorage Home second-life battery initiative began.

In the community, in 2016 Nissan launched #electrifytheworld, a movement to promote more sustainable living, and before the year was out global sales had reached 260,000.

Having sold 635 units in Australia, LEAF sales here ended in 2016, but LEAF was again the focus of the automotive industry thanks to the global unveil of the all-new Nissan LEAF at a special event in Tokyo in September 2017.

Nissan is the only OEM to have a second generation electric vehicle, and sales for this advanced new model have already commenced in Japan, Europe and the US, with the LEAF debuting in Australia in July 2019.

Current LEAF sales have passed over 410,000, and it continues to be the world's best-selling electric vehicle.


MICHELIN
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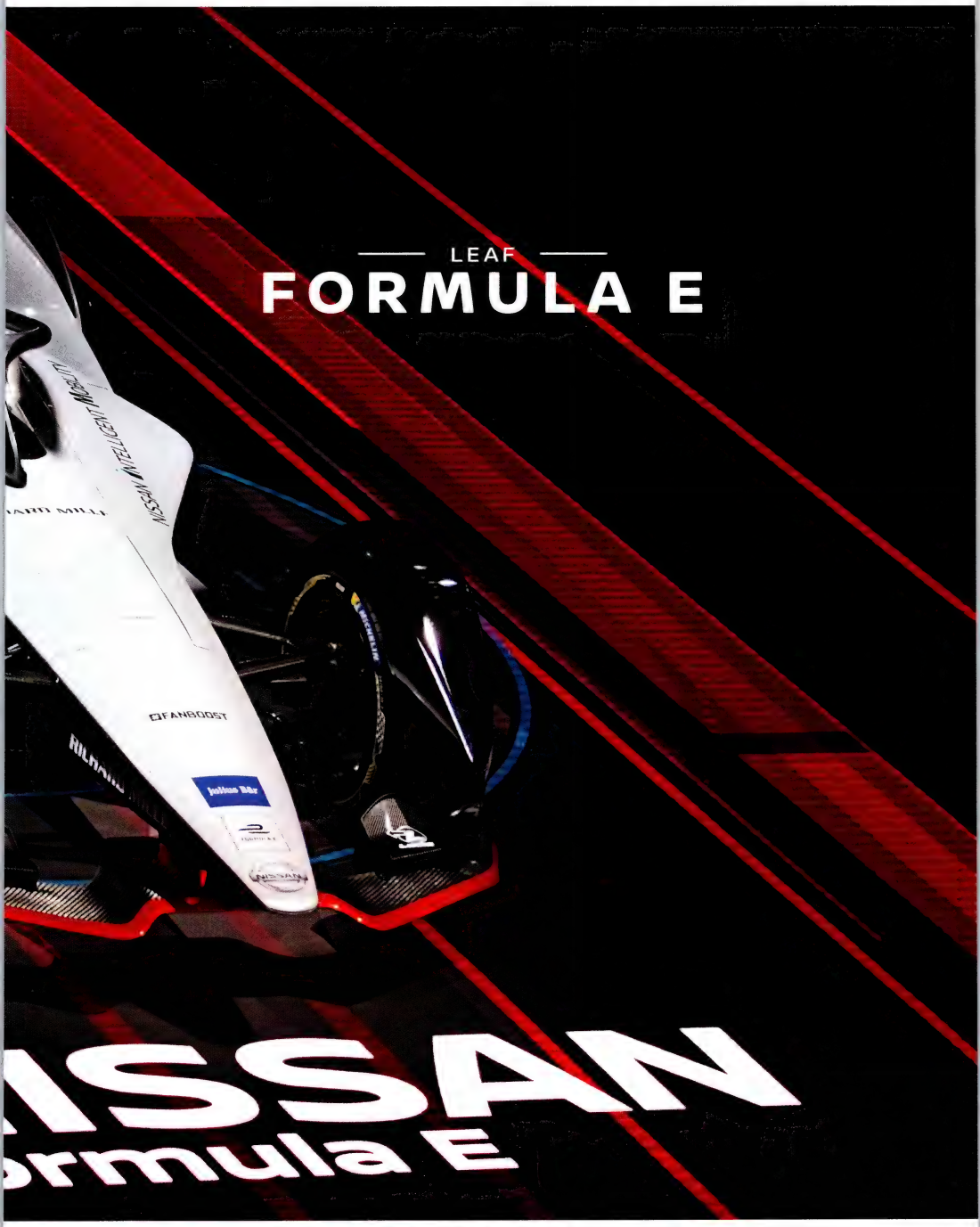
Julius Bär
NISSAN INTELLIGENT MOBILITY
LEMO
MICHELIN


LEAF
FORMULA E
FANBOOST
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LEAF

FORMULA E

In October 2017, Nissan announced it would race in the 2018/2019 FIA Formula E World Championship, the first Asian marque to commit to the world's newest global motorsport category.

Launched in 2014, the FIA Formula E championship is a global racing series where teams and manufacturers compete with all-electric powertrains on street circuits set up in major urban centres around the world.

Purchasing a stake in championship-winning organisation e.dams, Nissan, the maker of the world's best-selling electric car, the Nissan LEAF – is using the electric racing championship to showcase its Nissan Intelligent Mobility strategy.

Electrification is a key pillar of the strategy, which seeks to change how cars are driven, powered and integrated into society. The company aims to sell one million electrified vehicles a year by fiscal year 2022, including pure electric vehicles and e-POWER models.

The 2018/2019 season included 13 races in a dozen cities, starting in Saudi Arabia in December and finished in New York in July. Other venues include Berlin, Hong Kong, Marrakesh, Morocco, Mexico City, Monaco, Paris, Rome and New York.

In its inaugural year, the two car team was headed by 2015/2016 Formula E champion Sebastien Buemi and UK-based driver Oliver Rowland. During the season, between them, they achieved three poles, three podiums and six top five results

With the introduction of all-new Generation 2 Formula E cars, the most recent season included an innovative new race format with the cars completing the entire race without the traditional mid-race car swap – which that was a feature of previous seasons.

Drivers have 200kW of power available for the race as a whole but accessed 225kW for periods of each race by passing through a single activation zone. This zone was marked on the circuit for fans watching at the track, online or on TV.

The two power modes were indicated using different colours on an innovative LED system on the driver's halo head protection devices.

In addition, the groundbreaking FANBOOST system enabled fans to vote for their favorite driver, with the top three getting to use a maximum of 250kW of power for short periods.

For the season five championship, all Formula E races had a set time of 45 minutes plus one lap – rather than a predetermined total number of laps.


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RICHARD MILLE
NISSAN INTELLIGENT MOBILITY
FANBOOST
Julius Bär
FORMULA E
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LEAF

NCAP: LEAF PARTS TO THE WORLD

Helping build this electric future is Nissan's Casting Plant.

In 1982 Nissan Australia began manufacturing parts at its dedicated casting plant, more than 35 years later it is still delivering; proving that automotive manufacturing in Australia is still alive and well.

With a production lineage that goes back over 50 years, Nissan first started assembling cars in Sydney in 1966, well before full-line local production began in 1972.

Sitting on 90,000 square metres of prime real estate in south-east Melbourne, the Nissan Casting Australia Plant (NCAP) continues to supply parts long after the 1992 closure of the Clayton-based manufacturing plant.

Employing just under 200 highly skilled workers, the plant runs three shifts a day, six days a week making approximately 2.6 million die-cast aluminium parts and over 25,000 accessories annually.

Currently, NCAP manufactures several parts exclusively for the second-generation Nissan LEAF, these include Stator Housing, an Inverter Water Jacket and Inverter Case. This is the only plant in the world that makes these parts for LEAF.

Exporting to Japan, USA, Thailand and Mexico, 30 per cent of all parts out of NCAP are for EV and E-Power vehicles and include a unique Kangaroo insignia highlighting that they are 'Australian Made'.

COGNEX
pilz

LEAF

INFRASTRUCTURE

More charge points

The country is better prepared to meet the needs of LEAF buyers when it comes to infrastructure, compared to 2012 when the first LEAF arrived here.

According to PlugShare and the Australian Bureau of Statistics in their June 2018 research on EV vehicles, there are 783 public chargers in Australia of which 69 are quick chargers.

There are some good examples of new infrastructure, with the Queensland government positioning 18 DC chargers to create the Electric Super Highway between Coolangatta and Cairns.

In Canberra, ACT Health has positioned 14 chargers across six sites at varied hospitals and clinics and the Adelaide City Council now has 40 chargers throughout the city.

Car clubs around the country have also been active. In Western Australia the RAC has added 12 DC quick chargers - which are maintained by local councils - in Perth and in southern parts of the state. Also, the AEVA (Australian Electric Vehicle Association) and Synergy have delivered a further 70 charge points at various rest stops across the state.

In NSW the NRMA has added at least 40 chargers that are free for members and cater to 95 per cent of members' road trips, while the RACV has charge points and offers the use of EV loan cars at their resorts.

Nissan engagement

Nissan is not just about selling cars today, it is a leader in automotive electrification, so it feels it has a responsibility to help prepare the industry and the country for what lies ahead – a spike in EV interest.

With this in mind it is leading discussions with federal, state and local governments, academia and industry, energy companies, automotive associations and even shopping centres to help increase awareness and infrastructure, promote partnerships and engage the community.

It is also lobbying governments on EV policy direction by way of incentives for buyers (both financial and non-financial) and improved, and increased, infrastructure - like charging points.

JET Charge

Helping Nissan with its EV charging infrastructure is JET Charge.

JET Charge has been tasked with the fit out and installation of EV hardware and software in the 89 Nissan Dealerships that will sell LEAF across the nation.

JET Charge electricians are trained to understand electric vehicle charging, and the cars they are designed to charge. Post installation, they will continue to service the needs of the Nissan Dealership network.

This means that each of these 89 Dealers is EV ready, allowing LEAF owners to recharge their vehicle.

JET Charge will also be Nissan Australia's preferred consumer charger installation and support partner.

Working with the Nissan Dealership responsible for the LEAF sale, JET Charge can make contact with the LEAF buyer and arrange for the owner's charging infrastructure - including wall-mounted units - to be installed. This process will be straight forward and quick.

Sustainability

As part of Nissan's global commitment towards Zero Emissions, MRI Australia has been appointed as the logistics agent who will arrange all of Nissan's EV battery returns and the recycling process.

Australian owned with nationwide operations, MRI is committed to best practice e-waste recycling solutions, including the environmentally friendly disposal of EV batteries.

MRI will service all Nissan Dealerships across the country.


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LEAF
DEALERSHIPS
NISSAN


North Lakes

LEAF

PURCHASE & SERVICE

When the Nissan LEAF first arrived it was one of the first 100% electric vehicles of any type to be sold in Australia.

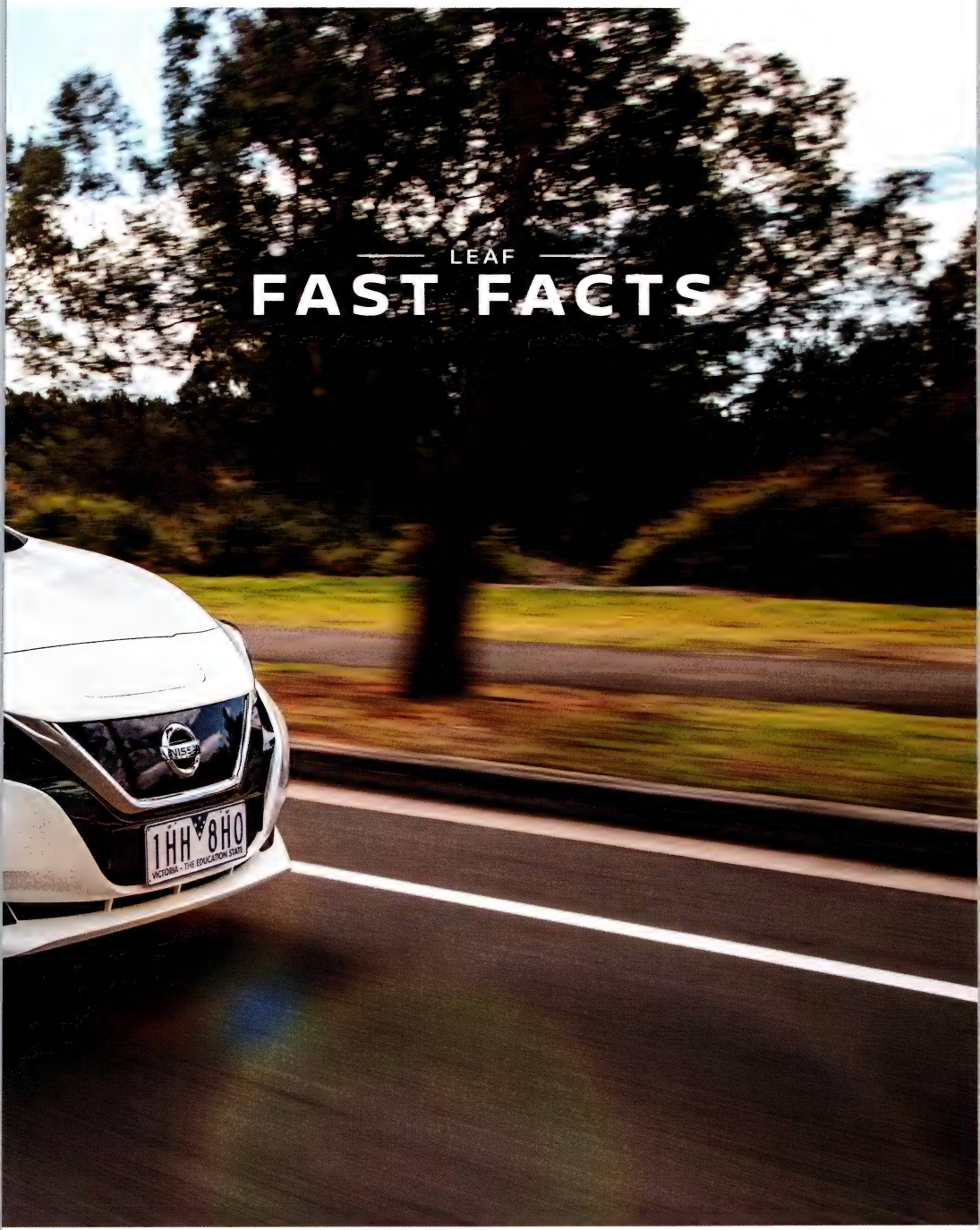
Initially, LEAF could be purchased and serviced at 12 specially accredited Dealerships across the nation rising to 20 soon after.

As EVs become more popular, and planning for the future, the new Nissan LEAF will be sold at 89 Nissan Dealerships nationally. This makes the Nissan EV Dealer network one of the largest in the country.

It will have 62 metropolitan dealerships across all six metro cities, including Sydney, Melbourne, Brisbane, Adelaide, Perth and Hobart ready for LEAF buyers.

In addition a further 27 provincial centres, in locations such as Canberra, Darwin, Gold Coast, Cairns and Fremantle will also be EV ready.

EV ready means that sales and service technicians have been fully trained, the Dealership has the expertise and infrastructure to service a LEAF, and is stocked with spare parts and accessories.



LEAF

FAST FACTS

FAST
FACTS

First-generation Nissan LEAF

FACT 1
The Nissan LEAF was the world's first mass-market, all electric zero-emission vehicle

FACT 2
LEAF went on sale in select European countries from December, 2010

FACT 3
Since its global on-sale date, LEAF has enjoyed over 410,000 global sales

FACT 4
It was the 2011 World Car of the Year, European Car of the Year and the 2011/12 Japan Car of the Year

FACT 5
LEAF went on sale in Australia on June 15, 2012

FACT 6
It was powered by a 24kWh lithium-ion (Li-On) battery

FACT 7
The battery could be recharged in seven to eight hours using a normal charge or within 60mins on quick charge*

FACT 8
LEAF had 80kW of power and 280Nm of torque

FACT 9
It had a rated NEDC range of 170 kilometres

FACT 10
Australian first-generation sales total 635

FACT 11
It was initially sold at 12 Nissan Dealerships nationally

Second-generation Nissan LEAF

FACT 1
Second-generation LEAF revealed in Tokyo in September 2017

FACT 2
New Nissan LEAF went on sale in Japan in October, 2017, followed by Europe/North America in early 2018

FACT 3
Nissan made its Formula E debut in the 2018/2019 season - the first Asian manufacturer to enter the category

FACT 4
The new second-generation Nissan LEAF goes on sale in Australia in July 2019

FACT 5
Its battery capacity has increased to 40kWh

FACT 6
New LEAF boasts 110kW of power and 320Nm of torque

FACT 7
Driving range of 270km (WLTP) / 315km (NEDC)*

FACT 8
Has Nissan Intelligent Mobility safety technologies including:

- Intelligent Around-View Monitor
- Intelligent Driver Alertness
- Predictive Forward Collision Warning
- Intelligent Emergency Braking (with pedestrian detection)
- Intelligent Lane Intervention
- Intelligent Cruise Control
- Intelligent Trace Control
- Intelligent Ride Control
- Rear Cross Traffic Alert
- Lane Departure Warning
- e-Pedal

FACT 9
Has vehicle-to-home bi-directional charging capabilities feeding charge back into the grid to power your home or business

FACT 10
Re-charging via standard point will take approx. 24 hours or from the empty warning to 80 per cent within 60mins.

FACT 11
Most owners charge their LEAF at home or at work using standard points

FACT 12
Includes Apple CarPlay™ and Android Auto™

FACT 13
e-Pedal allows the driver to accelerate and come to a stop using the one pedal

FACT 14
Available in six contemporary colours and sold at 89 Nissan dealerships nationally

FACT 15
The new Nissan LEAF is priced at $49,990 plus on road costs*

*Manufacturer suggested retail prices (MSRP) are provided for media purposes only and do not include statutory charges, other on-road costs or consider extra charges for metallic paint.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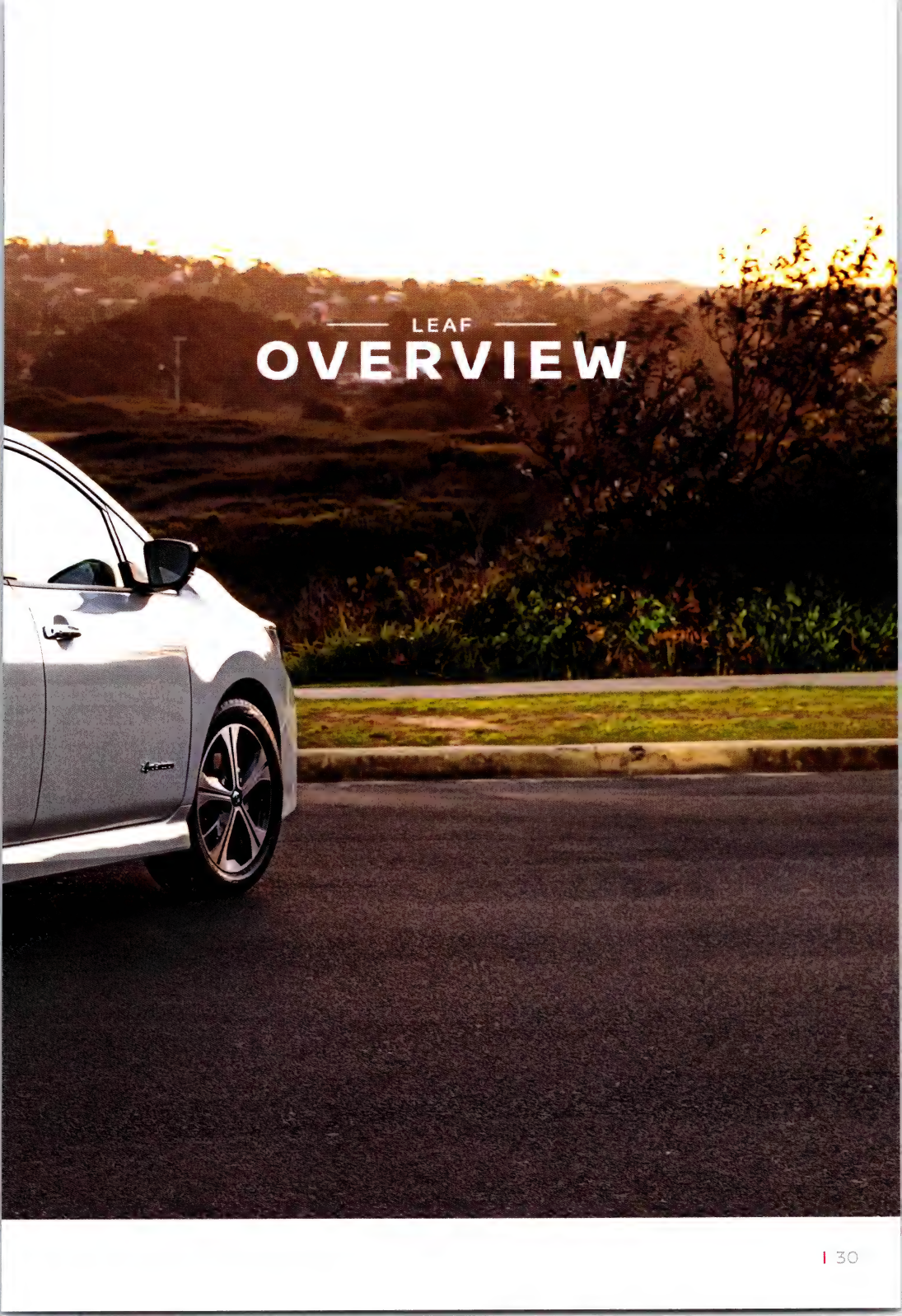
LEAF
OVERVIEW

LEAF

NISSAN LEAF HIGHLIGHTS

POWERTRAIN & CHARGING EQUIPMENT

- e-Powertrain with 40kWh lithium-ion battery
- Increased 110kW of power
- Increased 320Nm of torque
- Battery range of 270km (WLTP) / 315km (NEDC)*
- ECO Mode
- e-Pedal
- Shift-by-wire drive selector
- Intelligent Trace Control
- Intelligent Ride Control
- Charge ports (AC Type-2 & DC CHAdeMO)
- MODE-3 EVSE cable (Type-2) supplied

EXTERIOR

- LED daytime running lights
- 17-inch alloys wheels with temporary spare wheel
- Privacy glass
- Power-fold/adjustable heated door mirrors
- Fog lights
- Rear spoiler
- Chrome door handles

COMFORT/CONVENIENCE

- Dusk-sensing LED headlights w/ auto-levelling & Follow-Me Home function
- Climate control
- Rear heater duct
- Auto-dimming rearview mirror
- Rain-sensing wipers
- Intelligent Cruise Control
- Intelligent Key w/ push button start
- High Beam Assist

SEATING

- Heated leather steering wheel with tilt adjustment
- Leather-accented seat trim
- 6-way manual-adjustable driver seat
- 4-way manual-adjustable front passenger seat
- Heated seats (front & rear)
- 60:40 split rear seats

CONNECTIVITY

- Apple Carplay / Android Auto
- Voice recognition
- USB (1) and 12V (1)
- 8-inch touch-screen display
- Satellite navigation
- Digital radio
- Bluetooth (phone/audio)
- 7 speaker Bose® Energy Efficient premium audio
- 7-inch Advanced Drive-Assist™ Display with analog speedometer

SAFETY

- ISOFIX anchor points
- Hill Start Assist
- Intelligent Around-View Monitor
- Parking sensors (front & rear)
- Intelligent Driver Alert
- Predictive Forward Collision Warning
- Intelligent Emergency Braking (w/ pedestrian)
- Intelligent Lane Intervention
- Blind Spot Warning
- Rear Cross Traffic Alert
- Tyre Pressure Monitor System
- Vehicle Sound for Pedestrian
- Traffic Sign Recognition


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LEAF

CHASSIS & SUSPENSION

When it comes to performance and agility, the new Nissan LEAF excels.

To match the improved output of the electric motor and inverter, Nissan engineers enhanced the car's chassis for better stability.

Heavy components, including the battery, are placed in the centre of the body – lowering the centre of gravity by five per cent - helping achieve smaller yaw moments of inertia compared with front-engine vehicles and thereby improving directional stability, enabling smoother cornering.

The new Nissan LEAF's electric power steering system has a more linear feel that enhances confidence, especially on highways. The result is increased responsiveness and a car that is more stable when cornering, and the improved lock to lock ratio (from 3.3 turns on the gen one LEAF to 2.7 turns on the new model) helping to improve steering.

This is achieved thanks to a software upgrade, new control logic working in conjunction with the steering angle sensor, and a 10 per cent increase in steering torsion bar stiffness.

The new Nissan LEAF also comes with Intelligent Trace Control and Intelligent Ride Control which are designed to improve ride quality and steering control.

Intelligent Trace Control

Intelligent Trace Control applies a small amount of braking automatically to each wheel to help the vehicle stay on its intended path. Intelligent Trace Control can engage at any part of a corner (entry, middle, exit) if it determines the vehicle is departing from its steered direction.

Based on the Electronic Stability Control system, which monitors steering input, wheel speed, yaw rate and lateral/longitudinal forces, it can engage at any point in the corner to maintain smooth control.

Intelligent Ride Control

Intelligent Ride Control aims to minimise the fore-aft pitching motion contributing to motion sickness.

Engine torque is varied slightly according to the bumps in the road surface with a small amount of braking designed to reduce the pitch motion when going over bumps.

This results in faster dampening of the pitch motion than a vehicle using shock absorbers alone.

Engine torque and brake applications are small & smooth to calm the body motion without the driver noticing.

Driving Modes

New Nissan LEAF can be driven in four drive modes, these being D Mode, B Mode, Eco Mode and B+ Eco Mode.

D Mode gives the driver a more responsive drive and maximum EV performance. Most don't realise how much fun – with its instant power and torque – the LEAF is to drive. They will with this setting.

B Mode offers maximum regenerative braking. With more powerful braking it helps increase driving range and reduces brake pad wear.

The Eco Mode limits engine outputs helping save energy by about 10 per cent. And of course, where a car saves energy the drive goes for longer.

Wanting to achieve more kilometers per charge? The B+ Eco Mode is the optimum setting to help achieve this.

With maximum regenerative braking, the disconnection of energy intensive systems which limits engine outputs and reduced brake pad wear, energy savings of up to 30 per cent can be achieved.

In addition, new Nissan LEAF features e-Pedal. For more detail on e-Pedal go to page 59.

Noise, Vibration and Harshness (NVH)

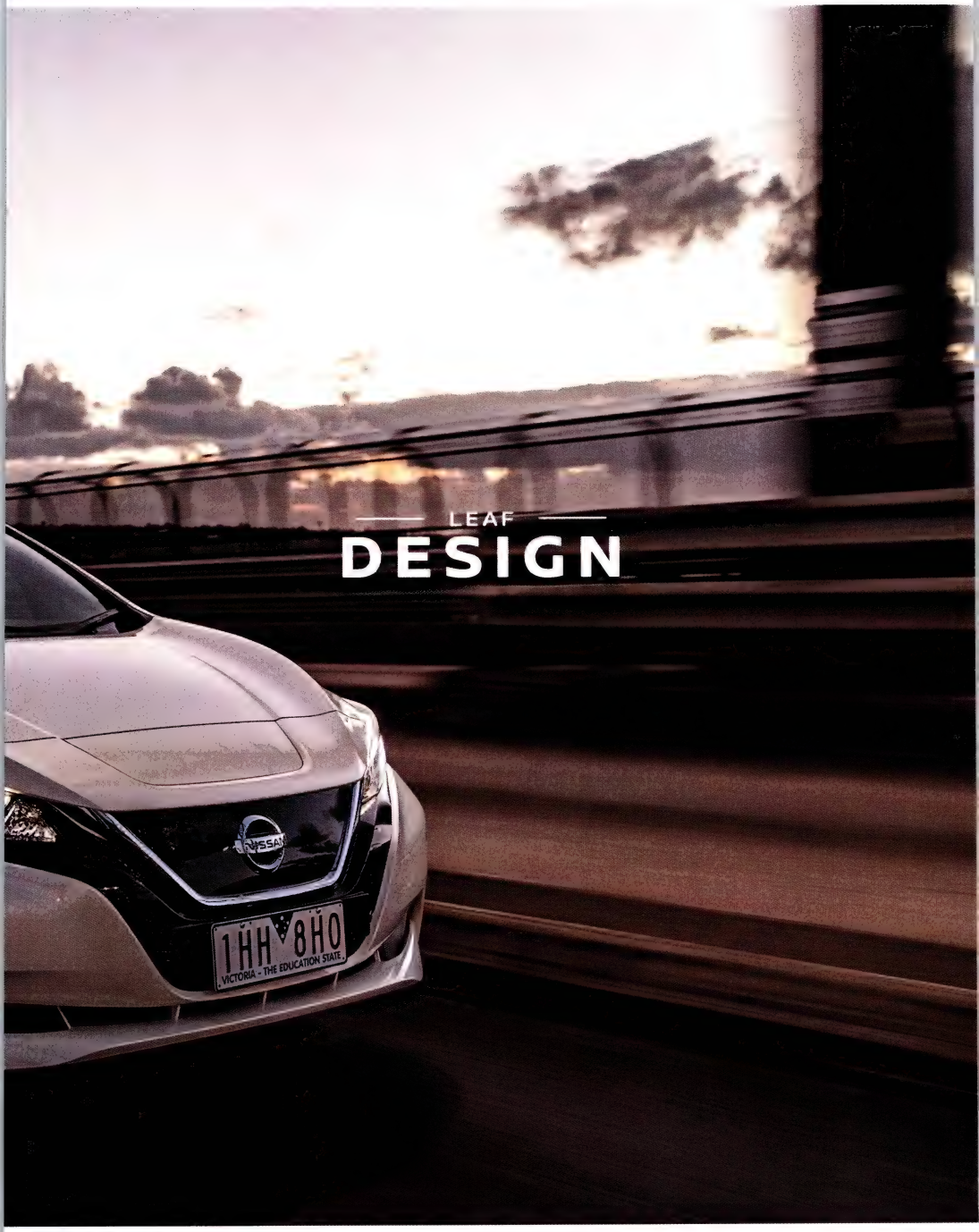
The comfort and quietness of the new Nissan LEAF deliver a peaceful ride experience. Even at highway speeds, the new Nissan LEAF's cabin stays very quiet.

Along with producing less drag, aerodynamic upgrades and exterior refinements have led to a reduction in wind noise.

Other noise-reduction measures include optimisation of the redesigned inverter's structural rigidity, and a noise-isolating cover on top of the Power Delivery Module.

The noise from the electric motor itself has also been reduced even as it generates more torque and power than ever before.

Additionally, the urethane bump stop for the rear suspension has been replaced by a rubber stop to reduce shocks and bumpiness when driving on uneven roads.


LEAF
DESIGN
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LEAF

EXTERIOR DESIGN

SLEEK SILHOUETTE AND "COOL TECH ATTITUDE"

The new Nissan LEAF's design is inspired by the IDS Concept car - first shown at the 2015 Tokyo Motor Show - and has a sporty, eye-catching body that represents the car's dynamic EV personality.

Nissan's philosophy behind the exterior design was to express clean and simple lines and a robust and sleek silhouette, creating the feeling of a high-tech device.

Horizontal character lines, the bumper and the striking highlights in the lower part of the body, underscore the lower centre of gravity, and offer an instinctive feeling that it's agile and fun to drive.

The signature V-Motion grille, the "boomerang" light signature and the floating roof emphasise the presence of Nissan brand design, giving the Nissan LEAF an appearance similar to other Nissan models such as the popular X-TRAIL.

A clear-blue 3D mesh pattern with a "freezing" motif, on a flush surface inside the V-Motion grille, expresses the Nissan LEAF's uniqueness as an EV.

New Nissan LEAF's dusk sensing LEDs with dual, direct-lens low and high beams are a first for Nissan.


Zero Emission


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LEAF

More mechanical details and a floating signature configuration express a high-tech feel, while visibility and safety are improved by enhancing forward illumination coverage, optimally balancing design and functionality.

Rear combination lamps feature a unique signature that's easily recognisable from a distance.

A spoiler integrated in the window graphics gives the new Nissan LEAF an impressive, sporty look, while the low bonnet blends flawlessly into the windshield and floating roof, creating a sleek silhouette that makes air flow.

The underfloor and a diffuser-type rear bumper combine to achieve reduced drag and zero lift, resulting in improved vehicle stability.

Thanks to the aerodynamic body styling including a rear bumper with a clear-cut curve and aero-design wheels, the drag coefficient of the new Nissan LEAF is a low 0.28.

The angle of the charging port at the front has been reconfigured for greater convenience, letting the customer connect the charging cable without bending down. Improving from 30 degrees to 45 degrees.

Ergonomic testing by Nissan shows that this new 45-degree angle allows drivers of all heights to easily and comfortably connect the charger.


NissanConnect

INTERIOR DESIGN

PREMIUM AMBIENCE WITH A CLEAN, RELAXED, HIGH-TECH FEELING

The new Nissan LEAF's cabin features roominess and openness with the brand design language "Gliding Wing" used as a framework.

7 inch Advanced Drive-Assist™ Display

The redesigned driver information display has a simple, light configuration without excessive decoration.

It focuses on visibility, creating a tasteful, understated look and feel with excellent spaciousness and functionality.

Through the thoughtful design of the centre console and switchgear, the new Nissan LEAF gives drivers the information they need where they need it. This helps them focus on what really matters the most, an enjoyable drive.

When the car is activated, a start-up movie is displayed, giving the driver a sense of excitement about driving an electric car.

Monitors and switches have also been redesigned for smart, stress-free operation. Most notable is the combination of an analog speedometer and a multi-information display.

On the left side, the 7-inch, full-colour, thin-film transistor (TFT) display shows a power gauge meter as the standard setting, however the driver can easily change the information that's displayed.

The centre display has a screen with a flush-surface design allowing the driver to easily operate audio and navigation systems and connect to smartphones intuitively.

It also shows Nissan Intelligent Mobility technologies, the vehicle's charge and a power gauge, as well as audio and navigation system information.

Apple CarPlay™ & Android Auto™

Undoubtedly the biggest feature on the centre console is the 8 inch touch colour display - which is compatible with Apple CarPlay™ & Android Auto™ smartphone.

Steering Wheel

The multi-function D-shaped flat-bottomed heated steering wheel is sporty in its design, and is leather wrapped for a more premium feel and improved grip.

The audio functions can be modified, cruise control set, and the driver can flick through the Advanced Drive-Assist™ Display all without taking their hands off the steering wheel.

Front Console

The front console has been completely redesigned.

Dual cup holders, in a tandem configuration, are now between the driver's seat and front passenger seat.

This allows for a new storage area at the base of the centre console - ideal for a smartphone or wallet - as well as an easily accessible power switch, a 12-volt power outlet and a USB port.

This new and ergonomic centre console design gives easier access to the controls and switchgear in the lower portion.

Energy-efficient air-conditioning and heating systems provide elevated comfort inside the cabin for all occupants.

While the energy capacity of the lithium-ion battery pack has been significantly increased, the dimensions remain unchanged, so that the cabin comfortably accommodates five people

Cargo space

The rear cargo area has been re-designed, offering 405 litres (VDA) of available stowage.

The square space, with bumps removed as much as possible, allows greater space utilisation, increasing convenience and usability.

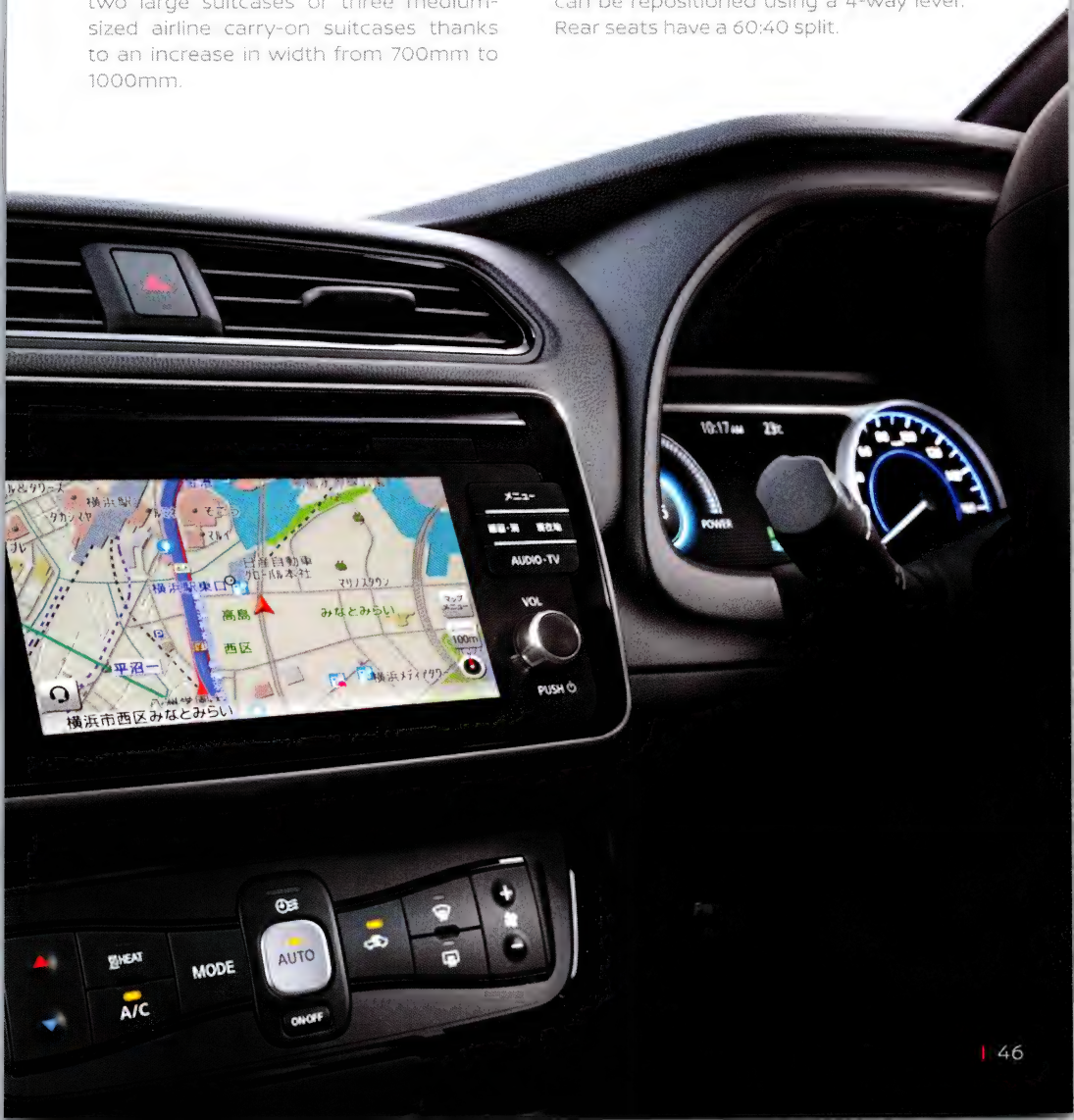
Rear cargo space can now accommodate two large suitcases or three medium-sized airline carry-on suitcases thanks to an increase in width from 700mm to 1000mm.

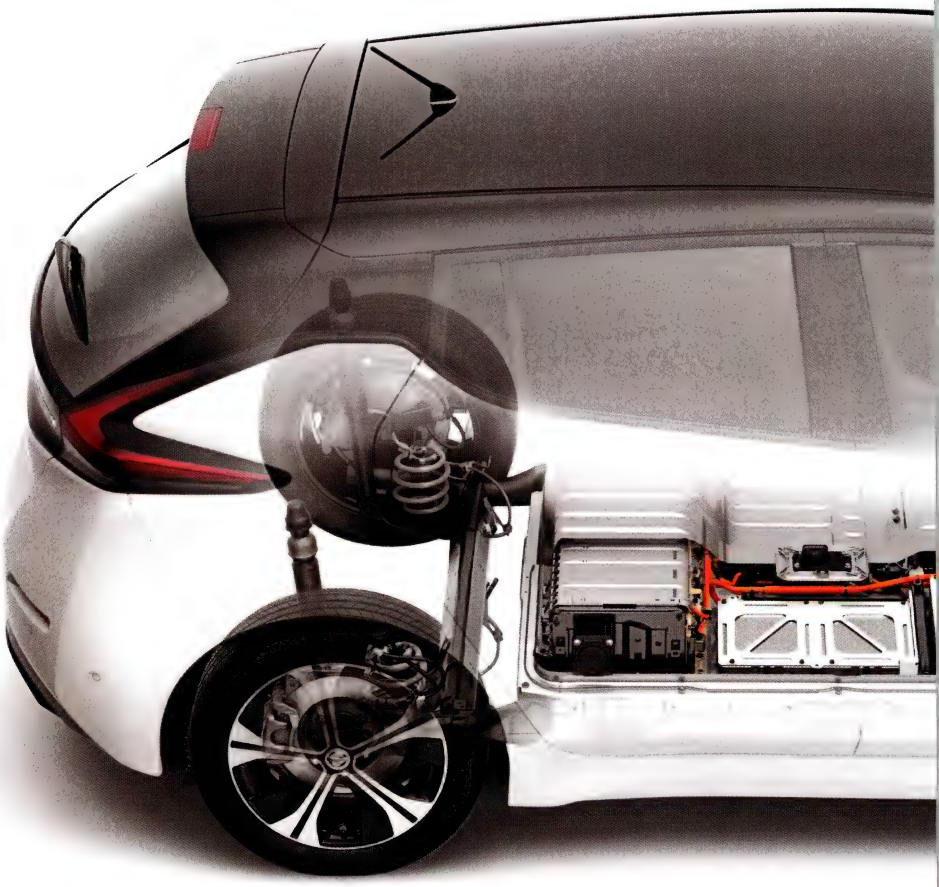
Seating

Owners will immediately notice the signature vibrant blue stitching, a hallmark of Nissan EVs, in the seats.

The LEAF has comfortable leather-accented seats that are heated in both the front and rear.

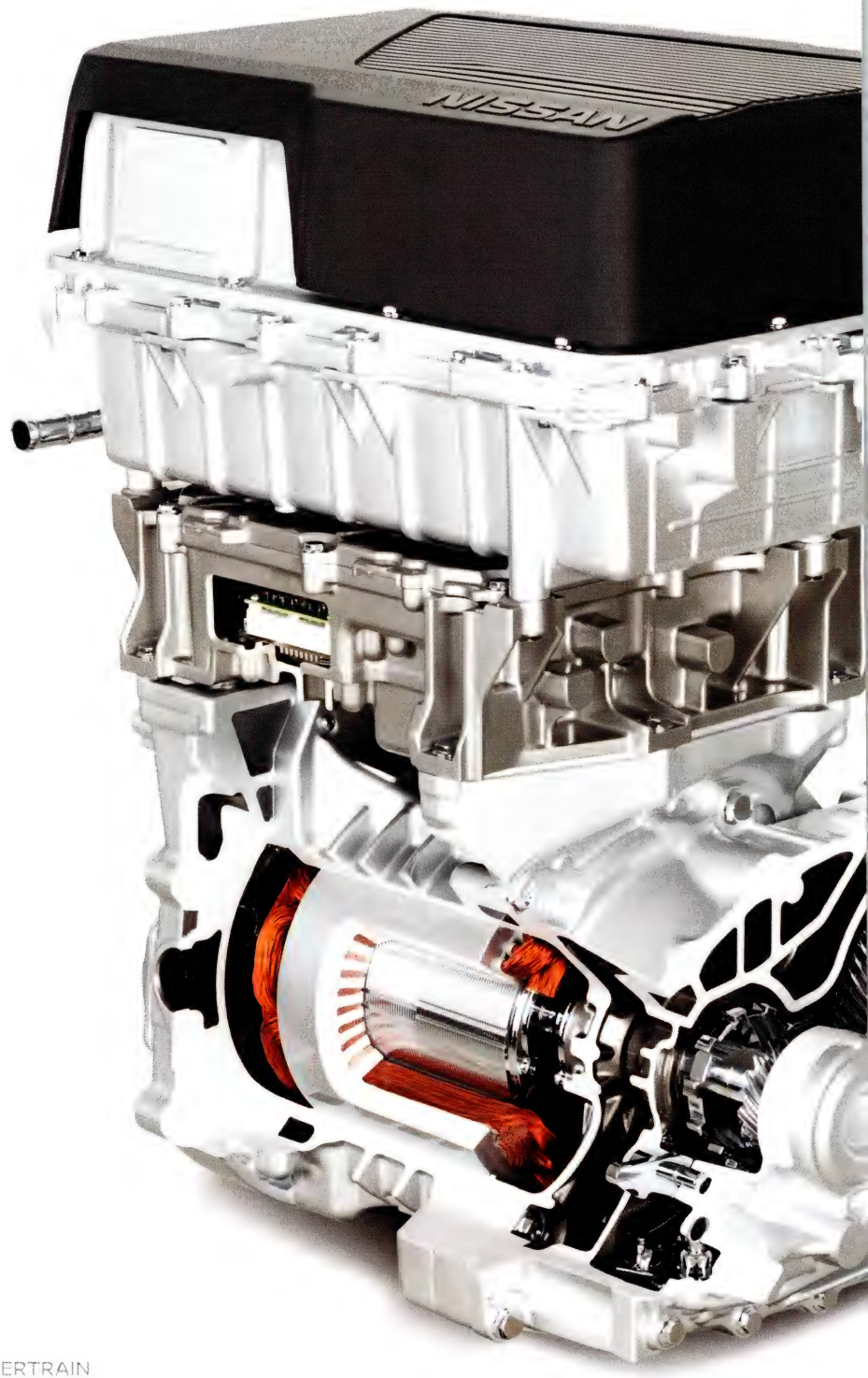
The driver's seat is adjusted by a six-way manual lever, while the passenger seat can be repositioned using a 4-way lever. Rear seats have a 60:40 split.





LEAF

POWERTRAIN


NISSAN

The focal point of Nissan Intelligent Power in the new LEAF is the e-powertrain, which is 30 per cent quieter than ICE/Hybrid rivals, offers improved energy efficiency and increased torque and power output.

The new e-powertrain delivers an exhilarating, linear driving performance with a power output of 110kW, 38 per cent more than the previous-generation Nissan LEAF.

Fun to drive, torque has been increased 14 per cent to 320Nm, resulting in immediate acceleration.

Existing Nissan LEAF drivers already love the instant response and linearity of performance as they navigate the city. The new Nissan LEAF's improved acceleration will boost enjoyment even further.

Even with the additional power output, the new Nissan LEAF's driving range has been increased.

In Australia, the average distance travelled per day is 38kms - dropping to 34kms by 2025 - according to an August 2016 Electric Vehicle Report published by Zero Carbon Australia. The car's new lithium-ion battery has a driving range of 270km (WLTP) 315km (NEDC)* - which should satisfy the daily driving needs of the majority of our customers.

The new battery design adds energy-storage capacity without increasing the size.

It's the individual cell structure of the laminated lithium-ion battery cells that's been improved, representing an impressive 67 per cent increase in energy density versus the 2010 model.

Another key engineering improvement for the lithium-ion battery pack is enhanced electrode materials with revised chemistry, resulting in higher power density while contributing to greater battery durability upon charge and discharge.

LEAF

RANGE & CHARGING

When the first generation Nissan LEAF arrived in Australia in June 2012 the then 24kWh laminated lithium-ion battery gave owners a NEDC driving range of 170kms.

Now, the New Nissan LEAF with its more powerful 40kWh 350V battery has addressed some of the range anxiety by giving motorists a range of 270km (WLTP) / 315km (NEDC)* per charge.

In Australia an August 2016 Electric Vehicle Report published by Zero Carbon Australia suggests that the average city-based Australian currently drives 38 kilometres a day - dropping to 34km per day in 2025 - giving drivers plenty of battery life.

According to Australia's leading charging installer, Jet Charge their research tells them that of the Australians that own an EV, approximately 90 per cent charge at home or work.

A MODE-3 TYPE-2 EVSE cable for AC charging will be supplied to charge the New Nissan LEAF.

The charging connector angle, for those cables, has been adjusted by 15° to improve visibility and user posture for better ergonomics.

Charging status is supplied by indicator lights on the dash. This is positioned to be visible from both inside and outside the vehicle.

Once the charge connector lock is on, the number of lights indicate the charge process.

The new Nissan LEAF can be charged in one of three ways.

Using a Mode 2 cable, this allows LEAF owners to charge via a standard 15A 240V wall socket. Alternatively, using a Mode 3 cable, with dedicated EVSE plug, enables connection to an AC charger.

Mode 4 tethered to a CHAdeMO DC charger

is designed for quick charging via a direct current. These chargers are most commonly seen along highways.

Charging Times

There are three levels of charging times for the new Nissan LEAF.

The first, via the three-pin 15A 240V Mode 2 wall socket, is best suited for those that have light driving habits and recharges the battery from the time the LEAF tells you that battery life is low, to full charge in approximately 24 hours.*

A second level charge - from a Mode 3 connection - takes approximately 7.5 hours (from empty warning to full). Currently, from a global perspective, Nissan sees about 70 per cent of its customers installing a garage wallbox home charging.* This set and forget system can charge the LEAF overnight ready for the day ahead - much like a mobile phone.

Finally, the 50kWh CHAdeMO fast charging point has the ability to accomplish a charge from empty warning to 80 per cent within approximately 60 minutes.*

Bi-directional charging

The Nissan LEAF is currently one of the only electric vehicles available on the market that has bi-directional charging.

'Vehicle to Home or Grid' or bi-directional charging, is a system that allows you to supply your home or business with the energy stored in a Nissan LEAF's battery.

By charging up a Nissan LEAF at night, when there is more capacity for electrical supply and then using that electricity as the daytime power source for a household, helps alleviate consumption of power in peak periods when demand is highest.

It can also be leveraged as backup power supply for emergencies.

Household power can be supplied from a Nissan LEAF lithium-ion battery by installing a PCS (Power Control System) connected to the household's distribution board, while plugged into the Nissan LEAF DC quick charge port.

Further, through the PCS, a Nissan LEAF vehicle can also be charged from the household power supply.

To use the electricity stored in the Nissan LEAF lithium-ion battery as household power it is necessary to convert the AC high-voltage electricity.

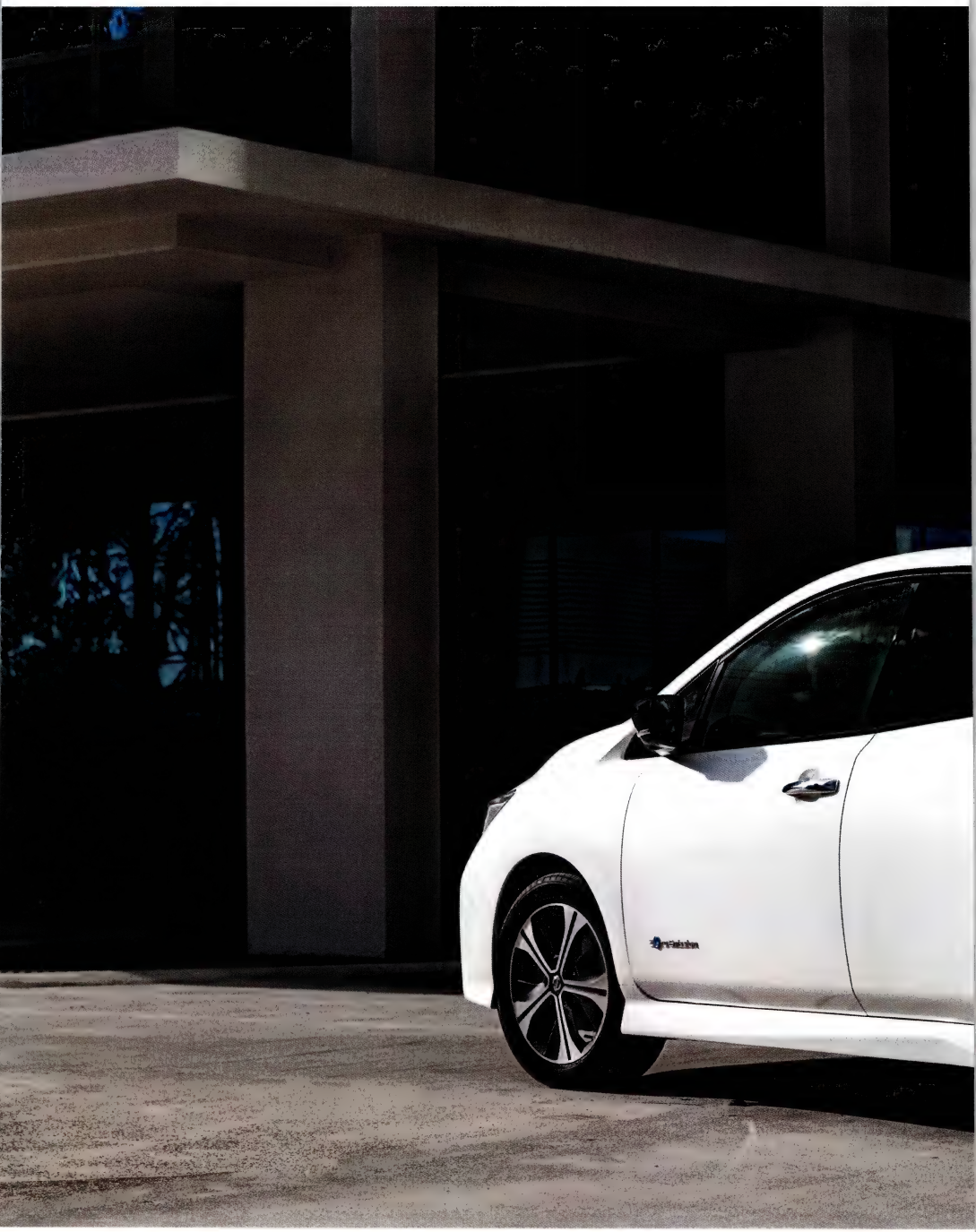
When charging the Nissan LEAF battery it is then necessary to convert AC electricity to DC high-voltage power.

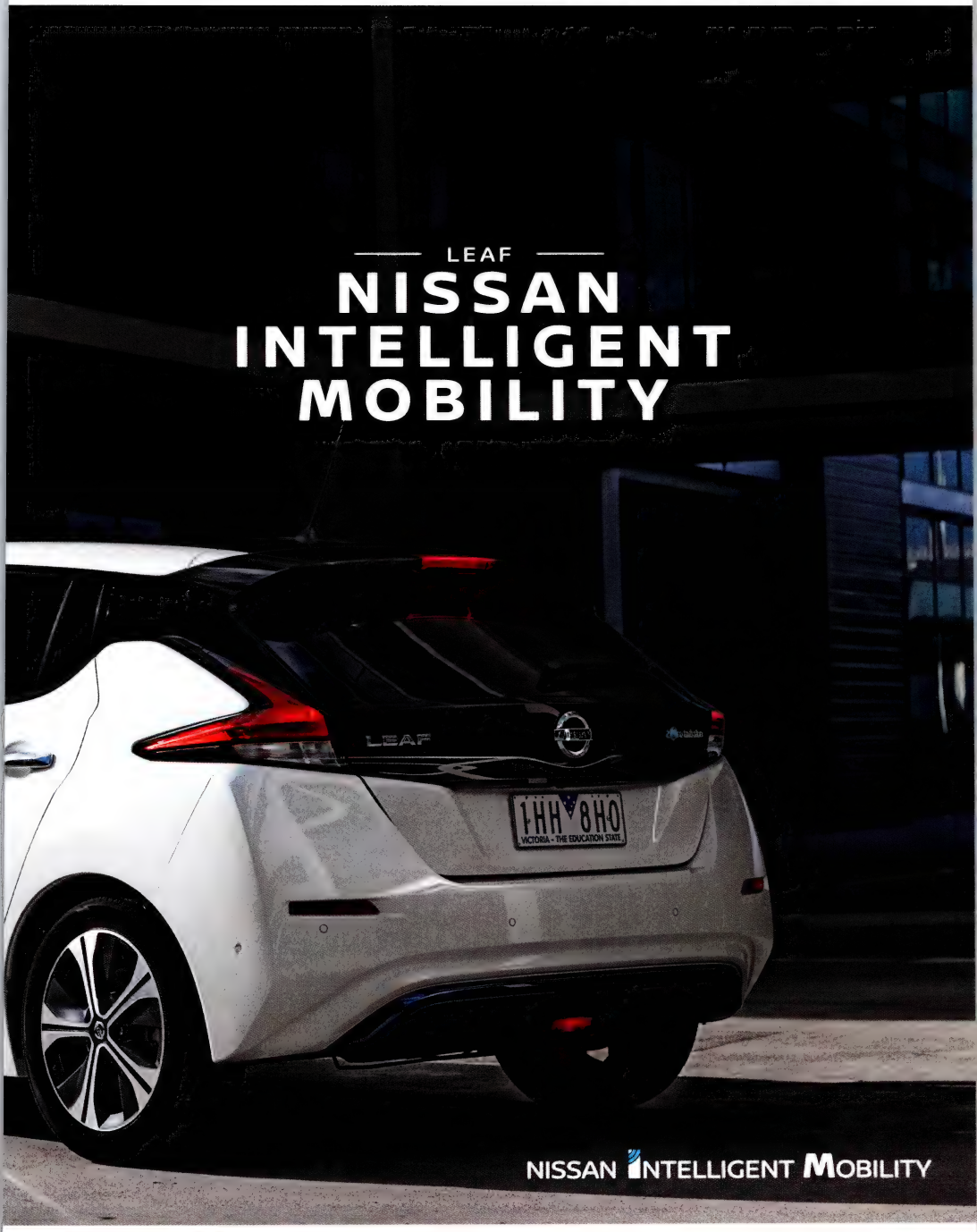
The PCS handles the electrical conversion and control of the amount of power supply.

The Nissan LEAF EV lithium-ion battery has large capacity and high reliability, meaning it can provide a stable power supply.

While the Nissan LEAF is bi-directionally capable from factory, bi-directional chargers are still in their infancy and as such Nissan Australia is currently working with charging partners, hardware and infrastructure operators to secure, test and certify Nissan validated and approved bi-directional chargers for use in the Australian market. Timing on this will be confirmed in due course.


NISSAN




LEAF
NISSAN
INTELLIGENT
MOBILITY
LEAF
1HH 8HO
VICTORIA - THE EDUCATION STATE
NISSAN INTELLIGENT MOBILITY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VICTORIA - THE EDUCATION STATE

Refining how we drive

Nissan is committed to making transportation safer, smarter, and more enjoyable. Nissan Intelligent Mobility is the roadmap, providing a vision for the future of motoring.

Nissan Intelligent Mobility, which is designed to transform the way you drive and how you live, encompasses three core areas of innovation: how our vehicles are powered (Nissan Intelligent Power), how they are driven (Nissan Intelligent Driving), and how they are integrated into society (Nissan Intelligent Integration).

These developments aren't in the distant future, they are taking shape in the Nissan vehicles our customers are driving today.

Nissan Intelligent Power

Nissan's leadership in electric vehicles demonstrates not only our commitment to progress and the environment, but also to bringing cleaner, quiet power and transportation to the world.

As the world's best-selling electric vehicle, the Nissan LEAF has redefined what an electric car can be.

It gives you instant torque and zero tailpipe emissions, proving that sustainable transportation doesn't have to compromise the thrill of driving.

Nissan Intelligent Driving

Today, Nissan vehicles offer technologies that help look out for you and some of them can even take action and help you avoid trouble.

Intelligent Around-View™ Monitor, using four cameras to give you a virtual 360° bird's-eye view of your vehicle, is a great example of advanced technology on a wide variety of Nissan vehicles today.

Globally, stage one of Nissan's Intelligent Driving approach is ProPILOT.

While it's not offered on Australian-spec models, ProPILOT is already in action on the road in Japan. The Nissan Serena is able to drive autonomously and safely in a single lane on highways, providing consumers with a more confident drive, enhanced control and greater freedom.

Nissan Intelligent Integration

At Nissan, we're working to shape what the road of the future will look like.

Nissan is helping to shape a sustainable ecosystem, enabling cars to interact with people, homes, other cars and road infrastructure.

This approach will eventually lead to remote vehicle operation, reduced traffic jams, more efficient car-sharing and improved energy management.

Nissan Intelligent Mobility and the New Nissan LEAF

As the icon of NIM, the new Nissan LEAF sets a new standard in the growing market for mainstream electric cars by offering customers greater range and advanced technologies.

Drivers will feel more confident, excited and connected thanks to the new Nissan e-Pedal, increased power and range, and improved refinement, comfort and convenience.

Nissan's new, zero-tailpipe emission LEAF embodies Nissan Intelligent Mobility, the company's approach to changing the way cars are driven, powered and integrated into society.

The three key aspects of Nissan Intelligent Mobility exemplified by the new Nissan LEAF are Nissan Intelligent Driving, Nissan Intelligent Power and Nissan Intelligent Integration.

Nissan Intelligent Driving

Headlining the new LEAF's Nissan Intelligent Driving technology is the e-Pedal.

e-Pedal - offered as standard equipment - enhances the Nissan LEAF's driving experience by allowing the driver the simplicity of starting, accelerating, decelerating, stopping and holding the car by using the accelerator pedal alone - an innovation that can change the way people drive.

By simply releasing the accelerator the car will come to a smooth and complete stop and hold without the need to press the brake pedal.

With a deceleration rate of up to 0.2 g, the e-Pedal eliminates the need for drivers to constantly move their foot from the accelerator to the brake pedal to slow down or stop. This helps reduce fatigue and increase enjoyment.

Studies by Nissan in Japan, Europe and the U.S. have showed that the Nissan LEAF's e-Pedal reduces the number of times the driver must apply the brakes while commuting in heavily congested traffic.

While the conventional brake pedal must still be used in aggressive braking situations, the e-Pedal lets drivers use a single pedal for more than 90 per cent of their driving needs.

It also features Auto Hold. Once the vehicle reaches a complete stop, hydraulic brake pressure is applied to all four wheels to hold the vehicle. To release the auto hold simply accelerate as normal.

Along with e-Pedal, the new Nissan LEAF is equipped with a set of advanced safety technologies including Intelligent Around View Monitor, Intelligent Driver Alert, Predictive Forward Collision Warning, Intelligent Emergency Braking (w/ pedestrian detection), Intelligent Lane Intervention, Blind Spot Warning and Rear Cross Traffic Alert.

More information on the Nissan LEAF's safety technologies can be found on page 63.

Nissan Intelligent Power

The focal point of Nissan Intelligent Power in the new LEAF is the e-powertrain, which offers improved energy efficiency and increased torque and power output.

The new e-powertrain delivers an exhilarating, linear driving performance with a power output of 110kW (38 per

cent more than the previous-generation Nissan LEAF.

Torque has been increased 14 per cent to 320Nm, resulting in improved acceleration.

Existing Nissan LEAF drivers already love the instant response and linearity of performance as they navigate the city. The new Nissan LEAF's improved acceleration will boost enjoyment even further.

Even with the additional power output, the new Nissan LEAF's driving range has been increased.

The car's new lithium-ion battery pack delivers a range of 270 (WLTP) / 315km (NEDC)* which should satisfy the daily driving needs of the majority of our customers.

The new battery design adds energy-storage capacity without increasing the size and has the exact same dimensions as that of the previous-generation Nissan LEAF.

It's the individual cell structure of the laminated lithium-ion battery cells that's been improved, representing an impressive 67 per cent increase in energy density versus the 2010 model.

Another key engineering improvement for the lithium-ion battery pack is enhanced electrode materials with revised chemistry, resulting in higher power density while contributing to greater battery durability upon charge and discharge.

Nissan Intelligent Integration

Using vehicle-to-home systems, the battery makes it possible to store surplus solar power during the daytime and then use it to help power the home in the evening.

The customer can also recharge the battery in the middle of the night, during the cheaper off-peak times, and then use the electricity during the day to reduce energy costs.


LEAF
SAFETY
TECHNOLOGIES
1HH 8HO
VICTORIA - THE EDUCATION STATE

New Nissan LEAF - which has a maximum five star ANCAP rating - keeps passengers safe thanks to the six driver and passenger front, side and passenger airbags plus ISOFIX anchor points in the rear.

Under the Nissan Intelligent Mobility banner, the new Nissan LEAF boasts an array of innovative and accessible technologies, designed to bring maximum convenience, comfort and driver engagement.

Predictive Forward Collision Warning

The "Predictive Forward Collision Warning" system utilises a sensor installed at the front of the vehicle that can analyse the relative velocity and the distance to a vehicle directly ahead, as well as a vehicle traveling in front of the preceding one.

When the system detects potential risks the system gives an alert to encourage the driver to decelerate in advance with a signal on the display, audible warning and also by tightening the seat belt.

These functions work to help prevent pileup collisions which may be caused by late brake application by the driver. The technology perceives risks outside the driver's field of view.

Intelligent Emergency Braking

This technology detects potential forward obstacles and assists drivers in avoiding collisions with vehicles and pedestrians, as well as reducing damage caused by collisions.

When the system detects danger it warns the driver with audible and visual warnings, urging the driver to take action to avoid the danger.

If the driver fails to decelerate it will apply an emergency brake and decelerate to either help avoid a collision, or reduce the damage caused by a collision should one be unavoidable.

Intelligent Lane Intervention

When you start to drift from your lane, the Intelligent Lane Intervention system alerts you with a visual warning on the display and an audible signal.

If Intelligent Lane Intervention detects that you are still straying from your lane, it will brake the inside wheels to gently help guide you back.

Intelligent Around-View® Monitor with Moving Object Detection

The Intelligent Around View® Monitor is a technology that Nissan pioneered in 2007, providing a 360 degree birds-eye view around the vehicle which can be viewed on the 8 inch display screen.

This system helps to give the driver confidence when manoeuvring around tight spaces and provides an additional safety benefit for both the vehicle and any pedestrians.

In addition, the Intelligent Around View® Monitor is also equipped with Moving Object Detection.

Moving Object Detection utilises the Intelligent Around View® Monitor to inform the driver should an object enter the detection zone.

The system will provide the driver with a visual warning by highlighting the screen on the centre display in yellow and audible warning to alert the driver that something may be in the vehicles path.

Moving Object Detection will automatically operate under the following conditions:

- When the vehicle has been placed into reverse.
- When the camera button is pressed to activate the camera view on the screen.
- When the vehicle speed decrease below approx. 8km/h and the camera screen is displayed.


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NISSAN
1HH 8HO
VICTORIA - THE EDUCATION STATE

Intelligent Cruise Control

While standard cruise control locks in a driver's speed so that the vehicle maintains this, the 'Intelligent' version will reduce speed based on the traffic flow ahead, maintaining the gap to the car in front.

So if the speed limit is 100, and this is input into the Intelligent Cruise Control system, if traffic congestion has the car in front doing 80, then your car will also drop speed, to maintain the gap.

When traffic gets back up to 100, so too will your car.

Rear Cross Traffic Alert

This reduces the risk of low-speed impacts when reversing out of a parking space.

If the driver attempts to reverse when an approaching vehicle is detected, the system gives visual and audible warnings.

Intelligent Driver Alertness

The LEAF 'gets to know you' so that it can tell when the driver is getting drowsy. After learning your driving style, the system will monitor inputs, showing a dashboard alert if steering becomes erratic, indicating the driver should take a break.

High Beam Assist

This uses a high resolution camera combined with advanced software to provide a sophisticated automatic high and low headlight beam function.

The system applies or dips the high beam depending on lighting conditions and oncoming traffic, providing the maximum amount of light for any driving scenario.

Vehicle Sound for Pedestrians

This unique system alerts pedestrians when the LEAF is driven at low speeds.

EVs are quieter than most cars, and harder for pedestrians to hear, so when the LEAF is travelling below 30km/hour, and in reverse, it lets out an audible sound – which stops when the car stops.

As a leading partner in the eVADER project – which took three years to successfully complete – Nissan worked to ensure that the sound created was clearly audible whilst having as little impact as possible on ambient noise levels.

The sound created not only had to be directionally beamed to approach pedestrians it would be most [illegible]

The final version of the system features a camera built into the windscreen, which is programmed to recognise pedestrians, cyclists and other road users.

On detection of a road user, six loudspeakers directionally beam sound at the target to alert them of the presence of the EV. The sound is up to five decibels lower than the sound of a conventional petrol or diesel engine vehicle.

Blind Spot Warning

The blind spot warning system is designed to inform the driver if there is a vehicle in the [illegible]

The system utilises two radars (left and right) at the rear of the vehicle to detect vehicles in the adjacent lanes.

If a vehicle enters the detection zone, the Blind Spot Warning System provides the driver with a visual warning by illuminating an indicative light located in the driver and passenger side mirror trim panels.

If the driver then activates either the right or left indicator, the warning light will flash and the horn will sound to alert the driver.

New Nissan LEAF also includes:

- Front, front side and side curtain SRS airbags
- Vehicle Dynamic Control with Traction Control System
- [illegible] ...ictor front and rear seats
- [illegible] (2nd row ...ther and centre ...
- ...ors (front and rear)
- ...ssure Monitor System

...Warning

...the car is starting to drift ...of the lane. Advanced computer ...ramming detects road markings ...wing the LEAF to determine if it is driving out of position. If it does, and the driver is not operating the indicator, a warning is given to the driver to correct their road position.

LEAF

COLOURS

The new Nissan LEAF is available with a choice of six contemporary exterior colours and one stylish interior trim including:

Magnetic Red*

Ivory Pearl - with black roof**

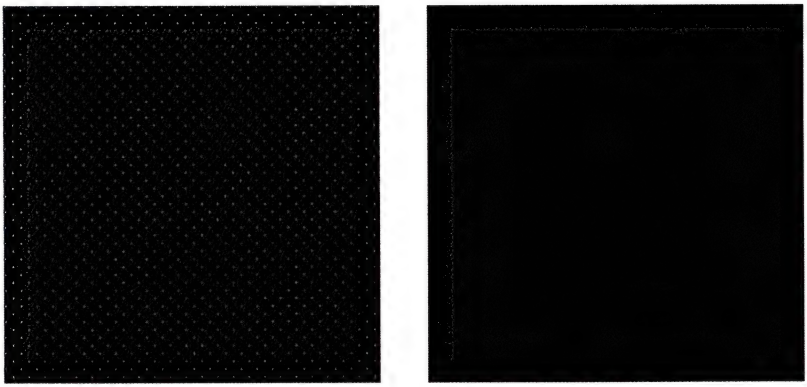
Artic White

Pearl Black*

Platinum*

Gun Metallic*

*Premium paint available at additional $595 cost.
**Adds $990 surcharge for two-tone paint



Black leather-accented seat trim with Ultrasuede inserts***

***Minor trim variations can occur from time to time. Leather accented features and upholstery may contain synthetic materials

LEAF

SPECS & EQUIPMENT

	LEAF
Drivetrain	
Motor	AC synchronous (EM57)
Battery	Laminated lithium ion
Battery capacity (kWh)	40
Battery voltage (V)	350
Driven wheels	2
Fuel type	Electricity
Transmission	Reduction drive
Drive selector	Shift-by-wire
ECO Mode	•
Performance	
Acceleration, 0-100km (sec)	7.9
Top speed (km/h)	144
Maximum power (kW @ 3283-9795 rpm)	110
Maximum torque (Nm @ 0-3283 rpm)	320
Driving range, indicative real-world WLTP standard (kms)	270*
Driving range, ADR 81/02 & NEDC standard (kms)	315
CO^2 emissions while driving (g/km)	0
Brakes & Suspensions	
Brake type	Disc
Anti-lock Braking System with Electronic Brakeforce Distribution	•
Brake Assist	•
Intelligent Trace Control	•
Intelligent Ride Control	•
Foot-operated park brake	•
e-Pedal 'one pedal driving'	•
Suspension, front	MacPherson strut
Suspension, rear	Twist beam axle
Wheels & Tyres	
17" alloy wheels	•
Tyres	215/50 R17
Space-saving spare wheel	•

	LEAF
Charging	
On-board AC charger	
Capacity (kW)	6.6
Charging port	Type 2
Charging time^ (empty warning to 100%): 10A MODE-2 cable with 3-pin domestic socket	Within 24h
Charging time^ (empty warning to 100%): 32A MODE-3 cable with IEC Type 2 socket	Approx: 7.5h
On-board DC quick charger	
Capacity (kW)	50
Charging port	CHAdeMO
Charging time^ (empty warning to 80%): 50kW CHAdeMO quick charger	Within 60mins
Bi-directional charge capability	•
Illuminated charging port with remote opening	•
6-meter 32A MODE-3 charging cable (IEC Type 2)	•
Exterior Features	
LED signature daytime running lights	•
Dusk-sensing LED headlights with auto levelling system	•
Follow Me Home headlight function	•
High Beam Assist	•
LED signature rear lights	•
Privacy glass (second row and rear)	•
Auto-folding heated door mirrors with integrated LED turn indicators	•
Front fog lamps	•
Rear spoiler	•
Chrome door handles	•
Comfort / Convenience	
7" full colour TFT screen combimeter	•
Climate control	•
Intelligent Key with push button start	•
Intelligent Cruise Control	•
Hill Start Assist	•
Outside temperature display	•
Rain-sensing front wipers	•
Intermittent rear wiper	•
Power windows with driver one-touch up/down	•
Driver and front passenger vanity mirrors with illumination	•
Auto-dimming rearview mirror	•

	LEAF
Seating / Appointments	
Tilt-adjustable leather-accented[Σ] steering wheel with heating function	•
Black leather-accented[^] seat trim with Ultrasuede® inserts	•
6-way manual-adjustable driver seat	•
4-way manual-adjustable front passenger seat	•
Heated seats (front and outboard rear)	•
60:40 split rear seats	•
Front centre armrest	•
Carpet mats	•
Connectivity / Entertainment	
8" colour touch-screen display	•
Satellite navigation with traffic monitoring	•
Apple CarPlay® and Android Auto® smartphone mirroring	•
Audio system with AM/FM and DAB digital radio	•
Bluetooth® audio streaming	•
Bluetooth® hands-free phone system	•
Voice recognition	•
7-speaker Bose® Energy Efficient premium audio system	•
USB and AUX sockets	•
12V power outlet	•
Safety / Security	
Front, front-side and side curtain airbags	•
Vehicle Dynamic Control with Traction Control System	•
3-point Emergency Locking Retractor front and rear seatbelts	•
ISOFIX rear childseat anchorage points with tether points	•
Intelligent Around-View Monitor with Moving Object Detection	•
Parking sensors (front and rear)	•
Intelligent Forward Collision Warning	•
Intelligent Emergency Braking with pedestrian detection	•
Blind Spot Warning	•
Rear Cross Traffic Alert	•
Lane Departure Warning	•
Intelligent Lane Intervention	•
Intelligent Driver Alertness	•
Traffic Sign Recognition	•
Tyre Pressure Monitoring System	•
Vehicle Sound for Pedestrian (low-speed)	•
Seatbelt reminder (front and rear)	•
Alarm	•

	LEAF
Exterior Dimensions	
Overall length (mm)	4490
Overall width without mirrors (mm)	1788
Overall width with mirrors (mm)	2030
Overall height (unladen) (mm)	1540
Wheelbase (mm)	2700
Track width, front/rear (mm)	1530 / 1545
Ground clearance (mm)	155
Turning circle (kerb-to-kerb) (m)	11
Coefficient of drag	0.28
Approach angle (°)	14.5 / 15.0
Departure angle (°)	23.5 / 24.0
Interior Dimensions	
Head room front / rear (mm)	142 / 40
Hip room front / rear (mm)	1308 / 1270
Leg room front / rear (mm)	641 / 594
Shoulder room front / rear (mm)	1382 / 1335
Cargo length (mm)	790
Cargo width (mm)	1103
Weights & Capacities	
Seating capacity	5
Cargo capacity, seats up (litres)	405
Cargo capacity, seats down (litres)	1176
Kerb weight (kg)	1594
Gross Vehicle Mass (kg)	1988
Maximum payload (kg)	450
Maximum roof load (kg)	35
Exterior colours	
Arctic White (326)	•
Magnetic Red (NAJ)	o
Pearl Black (Z11)	o
Platinum (KY0)	o
Gun Metallic (KAD)	o
Ivory Pearl with black roof (XDF)	o

Not available • Standard o Premium Paint

Disclaimers on following page.

Σ Leather accented features and upholstery may contain synthetic material.

* 315km range tested to Australian NEDC ADR81/02 standard. 270km indicative driving range using the new WLTP test procedure for the European spec model. Note: Australian model has not been tested using WLTP test procedure. Figures obtained after the battery was fully charged. Figures stated for the purposes of comparison amongst vehicles tested to the same technical procedures only. Actual real world driving range may vary depending on factors such as battery age and condition, driving style, traffic conditions, weather conditions, any accessories fitted and vehicle load.

^ Figures quoted are for a 40kWh battery. Time dependent on charging conditions, including charger type and condition, battery temperature as well as ambient temperature at point of use. Indicated rapid charging time requires use of a CHAdeMO rapid charger. The Nissan LEAF is designed to support the majority of journeys in daily life and is equipped with charging safeguards to protect the battery during repeated rapid charging sessions in a short period of time. The time taken for successive rapid charging can take longer if the battery temperature activates the battery safeguarding technology.

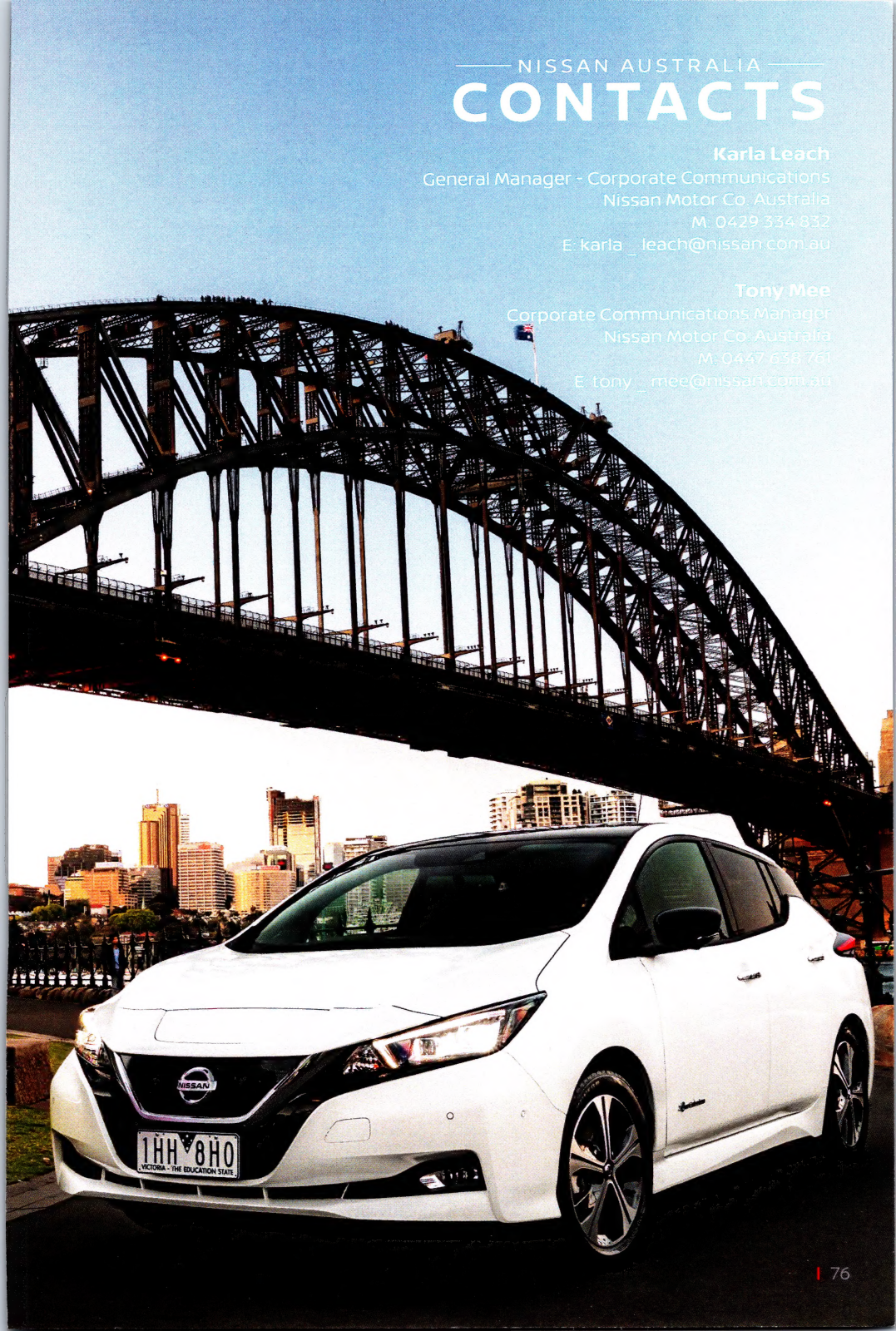
This Home Charging time is based on, and requires use of a 32A / 6.6kW (7kW) wall box. Home Charging time will be dependent on charging conditions, including Home Charging type and condition, battery temperature and size as well as ambient temperature at point of use. Home Charging time is for a 40kW battery, and is based on Nissan testing. Before using this product at home, consult with a licensed electrician to ensure your homes electrical system can support the use.

NISSAN AUSTRALIA

CONTACTS

Karla Leach
General Manager - Corporate Communications
Nissan Motor Co. Australia
M: 0429 334 832
E: karla _ leach@nissan.com.au

Tony Mee
Corporate Communications Manager
Nissan Motor Co. Australia
M: 0447 638 761
E: tony _ mee@nissan.com.au



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